

ALIENS RUSH HERE

Asia Sent America 40,000 in Twelve Months

COMMISSIONER'S REPORT OUT

Mr. Sargent Says Immigration Is Growing by 1,000,000 a Year, Demands Curbing of "White Slave Traffic," Wants Surgeons Stationed Abroad, and Vast Improvements.

"With a net increase to our population by immigration of 1,000,000 per annum, which is less than the present rate of natural increase, the United States would reach the density of China in about four generations, or, more particularly, in one hundred and thirty-four years, at which time we would have a population of 80,000,000."

This interesting statement is made in the annual report of Frank P. Sargent, Commissioner General of Immigration, covering the fiscal year 1907, ended June 30 last. To be added:

"This is in no sense an estimate of future population; it is simply an illustration of the present pace."

Many important recommendations. Important recommendations looking to further amendment of the laws governing the admission of aliens are incorporated in Commissioner Sargent's report. Among other recommendations made by him are the following:

"That legislation be adopted to check violations of the immigration laws by professional seamen."

"That public health and marine hospital surgeons be stationed at the principal foreign ports of embarkation to examine aliens applying for passage to the United States."

"That either by the adoption of additional legislation or by international agreement an arrangement may be perfected by which the detection of members of the criminal class may be assured—preferably a requirement that, as a prerequisite to examination, aliens shall present reports granted them by their own governments."

"That an international conference on emigration and immigration, for the holding of which provision is made in the new immigration act, be called at the earliest practicable date."

In point of numbers, the fiscal year 1907 was the banner year in the history of the immigration service. Aliens to the number of 1,285,349 were admitted, as compared with 1,100,735 in 1906. The total amount of money brought into the country by immigrants in the year was \$25,589,000, or an average of almost \$20 per person. Europe contributed 1,139,569 persons to the volume of immigration. More than 60,000 came from Asia, among them 20,000 Japanese and 40,000 Chinese.

It is estimated that from 1920 to 1957 more than 25,000,000 aliens landed at ports of the United States. The proportions from each country during the entire period are as follows: Kingdom of Great Britain, 30 per cent; Germany, 21 per cent; Scandinavia (Denmark, Norway, and Sweden), 7 per cent; Italy, 10 per cent; Austria-Hungary, 19 per cent; Russia, 8 per cent; France, 2 per cent; Switzerland, 1 per cent, and countries not specified, 9 per cent.

"White Slave Traffic." Referring to the "white slave traffic," or the importation of girls and women, the Commissioner General of Immigration says:

"This was among the first of the immigration evils to engage the attention of Congress, a section of the act of 1875 being devoted thereto. Its importance has increased in due proportion to the growth of immigration itself, and no small part of the duties of the service has consisted in trying to prevent the importation and to effect the deportation of such persons. There can be no denying the assertion that, apparently, and on the surface at least, there has been in recent years a marked decrease in this nefarious business, so appropriately termed the 'white slave traffic.' Reports made by the bureau from all quarters, foreign and domestic, indicating that the combined efforts of those abroad and in this country interested in wiping out this disgraceful blot upon our Christian civilization have accomplished considerable. But the bureau is of the opinion that much still remains to be done."

The commissioner general urges that a number of thoroughly qualified women, equipped with a sufficient knowledge of foreign languages, should be selected and appointed for service on the vessels of several of the larger steamship lines, their duty being to travel from foreign ports on the vessels with the alien women, mixing freely with them, forming their acquaintance, and gathering every available bit of information concerning their antecedents and their purposes and hopes in coming to America. This could be gained, it is believed, accurately and in detail, data which could be placed before special boards of inquiry upon arrival at the United States ports, enabling such boards to pass intelligently upon the admissibility of the alien women.

To Improve Ellis Island. Concerning needed improvements at the Ellis Island station, Commissioner General Sargent says:

"The station first to be considered and discussed in any report bearing upon immigration is, of course, that located at Ellis Island, New York Harbor. Through that port have come during the past year 1,044,756 of the 1,285,349 aliens admitted to the United States. The bureau has repeatedly drawn particular attention to the utter inadequacy of the Ellis Island station to meet the unforeseen conditions that have arisen since the erection of the original building. Some extensive improvements and additions have been provided for, notably the building of a new island, and the construction of a hospital thereon, and the alteration and remodeling of the interior of the station, but to make equipment what it should be will require further extensions."

New \$125,000 Ferryboat. The commissioner renews his recommendation for the immediate construction of a refrigerating plant at a cost of \$35,000, and a new ferryboat to cost \$125,000.

To facilitate the proper handling of the baggage of arriving aliens by making available the new baggage room now in course of construction on the east end of the island, the harbor in the vicinity of the baggage room, the commissioner says, should be dredged so as to permit the docking of vessels immediately alongside. To do this work it is estimated that an appropriation of \$250,000 for additional hospital facilities, and of \$150,000 for completing and equipping the building for contagious diseases.

Trophies of the Duke of Orleans. London, Dec. 15.—Trophies obtained by the Duke of Orleans in the four quarters of the globe have been mounted and arranged at Wood Norton. Among the most striking groups are a tiger and elephant, snow leopard attacking a wild sheep, fighting lions, a lioness that has stricken down a zebra, and polar bears, walrus, and seals in natural surroundings.

PLACES OF INTEREST.

Library of Congress—Open 9 a. m. to 10 p. m. on regular days; from 2 p. m. to 10 p. m. on Sundays and on certain holidays.
Public Library—Open 9 a. m. to 9 p. m.; holidays, 10 a. m. to 10 p. m.; Sundays, 2 to 10 p. m.
Executive Mansion—Open 9 a. m. to 2 p. m.
United States Capitol—Open 9 a. m. to 4:30 p. m.
United States Treasury—Open 9 a. m. to 2 p. m.
State, War, and Navy Departments—Open 9 a. m. to 2 p. m.
The original Declaration of Independence is in the library of the State Department.
United States Patent Office—Open 9 a. m. to 2 p. m.
United States Pension Bureau—Open 9 a. m. to 4 p. m.

United States Post Office—Open 9 a. m. to 7 p. m. Washington City Post Office—Open all hours. (The Dead Letter Office is in the city post-office.)
National Botanic Garden—Open 9 a. m. to 5 p. m.
Fish Commission—Open 9 a. m. to 4:30 p. m.
Army Medical Museum—Open 9 a. m. to 4:30 p. m.
National Museum—Open 9 a. m. to 4:30 p. m. (including holidays).
Smithsonian Institution—Open 9 a. m. to 4:30 p. m. (including holidays).

Agricultural Station—Open 9 a. m. to 4:30 p. m.
Bureau of Engraving and Printing—Open 9 a. m. to 2:30 p. m.
Washington Monument (555 ft. in height)—Open 9 a. m. to 4:30 p. m. (Elevator runs from 9 a. m. until 4 p. m.).
National Gallery of Art—Open 9:30 a. m. to 4 p. m. in winter; 9 a. m. to 4 p. m. in summer. Sundays—1:30 p. m. to 5 p. m., excepting in mid-summer. Admission free on Tuesdays, Thursdays, Saturdays, and Sundays; other days, 25c admission.
Government Printing Office—Open 9 a. m. to 2 p. m.

Navy Yard—Open 9 a. m. to 5:30 p. m.
Southwest Circle, 36th st. and Prospect ave.
Zoological Park—Open all day.
Rock Creek Bridge and Park.
Chevy Chase, Kensington, and Chesapeake Beach.
National Observatory—Open 9 a. m. to 3 p. m.
Monument to Soldiers and Sailors of Washington—Open 11 a. m. to 4 p. m.
Arlington National Cemetery—Open all day.
United States Soldiers' Home—Open 9 a. m. to 5 p. m.
Cathedral Grounds, Tennallytown road—Open 8 a. m. to 6 p. m.
Cabin John Bridge, Catholic University, and Alexandria.
Great Falls of the Potomac.

FRIENDS OF SCHOOL CHANGE INCREASING

Continued from Page One.

measure provides that the point of junction with the traction lines shall be at North Capitol and C streets; it is probable that in the interest of the convenience of the majority of the traveling public this will be changed, to make the point of junction at Delaware avenue and C street, as being the point at which the greater proportion of the travel in and out of the city must converge under the present traction arrangement.

Mr. Smith is deeply interested in securing for the people of this city and its visitors the desired remedying of traction conditions regarding the station, and efforts to secure permanent communication with the station are sure to be hampered by attempts to saddle upon the bill providing for relief other legislation affecting the street railway affairs of the District, including the proposed transfers, the extension of the railway lines to outlying sections not now enjoying such conveniences, and cheaper fares.

To Avoid Long Fight. These attempts cannot but result in a long and hard fight in the House, as there are quite as many members of that body who desire to see the railways and their stockholders treated fairly as there are those who desire to subvert the interests of that portion of the community which is dissatisfied with the present condition of the street railways.

Mr. Smith wishes to secure temporary arrangements with regard to the Union Station traffic, so that the public will not have to walk while the wrangle over the other issues is proceeding in Congress. He and Senator Gallinger, of New Hampshire, chairman of the Senate District Committee, are in thorough accord on this point.

Senator Gallinger made a gallant fight for the Union Station tracks at the last session of the Fifty-ninth Congress, and he has not about one jot of his interest in the question or his efforts to bring the desired improvement to pass. It is considered impossible for the bill submitted by the Commissioners to pass without a fight, if it should pass at all for it not only proposes radical changes in the present routes of some of the car lines and additions thereto, but it will have to run the gamut of amendments carrying the other improvements which are desired in some quarters. It is probable, therefore, that those who desire the completion of the Union Station project first of all, as representing the most immediate need, will concentrate their efforts on a bill providing simply for a temporary line to the station and let the permanent one, with or without the riders which may be tacked onto it, come later.

May Let District Decide. Despite the interest which attaches to the school and traction questions among District matters pending before Congress in either concrete or abstract form, the prohibition question has not been lost sight of, and it has a considerable part in the undercurrents of activity at the Capitol.

Systematic efforts are being made by interested ones to obtain accurate information regarding the leaning of the people of the District, on the one hand, and of the members of Congress on the other, toward this issue. Congressman Smith has his ear to the ground, as have others. It is his opinion that should the issue become a concrete one, through the introduction of a bill restricting the liquor traffic in Washington, the people of the District should voice their sentiments on the subject. Tentative consideration is being given, with the purpose of being prepared for any emergencies which may arise in this connection, to the question of a poll of popular sentiment in this city.

Should it come to a test at the polls, it would have to be decided first of all who was to vote. Three propositions have been considered: Unrestricted suffrage for all males twenty-one years old or over; suffrage based on a property qualification, and suffrage based on an educational test. No definite decision, however, has been reached on this point, as there is as yet no immediate danger of the need of a decision.

Cannon District's Friend. There is as yet no sign of an attempt in the immediate future to force local option or prohibition on the District, and it is believed that should such an attempt be made without giving the people of this city a voice in the matter, not the least effectual opposition to be encountered by the backers of such a move would come from Speaker Cannon, who is as well disposed toward the District and its legislative body as any member of Congress could be found.

Indeed, from the present outlook it may be said that if the prohibition question should come to an issue the people of Washington and its environs will have a larger voice in the decision than those of Georgia, Alabama, or other prohibition sections which desire to enforce upon their brother communities the course of life which they have selected for themselves.

Persian Brick Man Out on Bail. Reading, Dec. 15.—Dr. R. C. Flower, a Philadelphia promoter, possessor of the great Persian process for making bricks, was released from jail last night, having secured \$2,500 bail. He is under criminal charges for misrepresentation and fraud in selling stock for brick enterprise among Boyertown residents.

OIL KING SELLS AUTO

Gasoline Cart a Luxury Even for Billionaire.

BEST MACHINE THE ONE TO GO

Believed Bidding Will Be Brisk, as Many Will Seek to Obtain Vehicle Once Used by World's Richest Man. Forest Hill Garage to Be Scene of the Sale—Owns Several Machines.

Cleveland, Ohio, Dec. 15.—Pin money, any old kind of money, looks good to millionaires just now, and John D. Rockefeller has ordered that his fastest and most stylish automobile must be sacrificed by the auctioneer.

John D. keeps a flock of benzine bugs in his disposal when he is in Cleveland. He has a garage all his own at his Forest Hill estate, but even while he is busy helping save Wall street and the nation, he still has time to think of economy at home.

When a person has a garage, with a superintendent of garage, an assistant superintendent of garage, and other garage employees, down to the deputy assistant wick trimmer, it puts a dent into the pocketbook of even a billionaire, so John D. yesterday sent a short missive to the superintendent of his Forest Hill estate, ordering him to sell the finest of his flock of automobiles.

In his advertisement announcing the sale the auctioneer says the machine will be revarnished and overhauled. It is believed the bidding will be brisk for the honor of owning a machine in which the richest man in the world has ridden.

HORSEBACK TESTS IN HOUSE

Richardson Will Introduce Bill to Prevent Retirement.

Objects to Elimination of Expert Engineers Who May Be Useful for Improved Waterways.

Congress is to have an opportunity to discuss the President's horseback elimination race for army officers. Representative William Richardson, of Alabama, will today introduce in the House a bill designed to prevent the retirement of Engineer Corps officers as a result of such tests. Mr. Richardson is a warm advocate of waterways improvements, and he does not believe that engineer officers of experience can be spared from the army, with the probability of extensive undertakings in the way of such improvements confronting the government.

Officers of the Engineer Corps, Mr. Richardson contends, have no use for horses in their business, even in time of war. Why, he therefore asks, should they be ordered before retiring boards and put on the inactive list because they are unable to undergo the horseback elimination test? The specific purpose of the bill will be to prevent the retirement from the army of certain engineer officers who were ordered placed on the retired list because of their inability to undergo the horseback test. Col. Marshall, who was stationed at New York, and in charge of improvements in the harbor at that city, was one of the officers who failed to make good on the horseback test at all for it is not only a physical test, but it is also a test of endurance. Accordingly, he was ordered to retirement.

TILLMAN MAY "THROW ROCKS."

Congress Begins To-day Last Week of Session Before Christmas. The two Houses of Congress will meet to-day at noon to begin the last week of session prior to the Christmas recess, which is expected to be inaugurated on Friday.

Senator Tillman, it is understood, will to-day make a speech in the Senate on the subject of the recent financial relief measures and it is presumed that he will keep his promise to "throw rocks at somebody," metaphorically speaking, of course.

DESCRIBES MOORS' CAPITAL.

Mr. Burton Holmes Gives Travelogue at Columbia Theater.

Fez, the Moor's metropolis, was the subject of Mr. Burton Holmes' travelogue at the Columbia Theater last evening. This is the best and most picturesque lecture of the present series. Mr. Holmes having made the best of his advantages in this almost unknown land.

Starting at Tangier, he showed the forts, markets, mosques, old buildings, the home of Mr. Perdicaris, and many street scenes in this ancient city. Proceeding inland, the audience was conducted across the desert to Fez, the Moroccan capital.

Everything possible to secure with a camera in this forbidden land was shown. The old buildings of ancient architecture, the flowing gowns of the natives, their manners, and the mysterious seclusion of their home and religious life all add to the picturesqueness, and Mr. Holmes has caught it all.

Excellent motion pictures of the public and private life of the Sultan, the superb horsemanship of the native soldiers, a track-laying scene on the Cape to Cairo Railroad, and the majestic Victoria Falls on the Zambesi River are shown. This lecture, which closes the course, will be repeated to-day at 4:30 o'clock.

SAENGERBUND MAKES MERRY

Club Members Listen to Parodies on Famous "Immortals."

Arion Club Holds Musical Service with Several Performers—Columbia Turnverein Meets.

A most enjoyable programme, consisting of comic songs and dramatic numbers, was presented by the Washington Saengerbund before a large attendance of members, friends, and invited guests at the clubhouse last night.

Parodies on Richard Wagner, Friedrich von Schiller, Goethe, and other immortals of the world of poetry and music were produced. The members participating in the programme did their work with the accomplishment of professionals, and received the hearty applause of the audience. The following programme, also containing instructions regarding the conduct of the guests, was produced:

Smoke as much as you please and drink as much as you can.
Ladies must kindly remove their skyrapsers.
During the rendition of the programme please imagine a stroke of tongue-paralysis—performers on the stage excepted.

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"Wiener Schützler".....Wolfschütz Goethe
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ELOPERS IN TOILS

Are Arrested When Steamer Reaches New York

EMBEZZLEMENT IS CHARGED

Young Man Is Lodged in Tombs, and His Companion Will Be Deported. Latter is a Member of a Wealthy Family and Posed as His Wife. Relatives Are Making Trouble.

New York, Dec. 15.—John Henry Parrott, who declares that he is an English engineer, and that he has taken a special course at Cambridge, arrived to-day aboard the Cunarder Lucania, with a comely young woman, Miss Grace Lawrence, of 30 Brompton road, London, with whom he has been in love, he says, since last June, when he took her riding in an automobile, after a chance meeting at Margate.

The pair occupied the same stateroom, and came under assumed names as man and wife. At Quarantine, United States Deputy Marshal Roberts boarded the Lucania and had an earnest conversation with Parrott, telling him that he was wanted in London for embezzlement. Parrott said he was not guilty; also, that he had in a London bank a large enough account to pay the amount it was alleged that he had attempted to take. He said the affair hinged on the sale of an automobile. He said for Andrew Fletcher, a Scotch automobilist, a car, for which he received \$1,250. He says that the contract did not call for the delivery of the money to Mr. Fletcher until January 12, and that his arrest here is due in part to the fact that he did not turn over the money immediately after getting it.

Relatives Making Trouble. Another and